

II. REMARKS

After entry of this Amendment, claims 1, 2, 4-14, 21 and 22 are pending in the application. Claims 1, 2, 4-6, 21 and 22 have been allowed. Claims 7 and 10 have been amended. Claim 9 has been canceled and its subject matter incorporated into amended claim 7. No new claims have been added. Reconsideration of the application as submitted is respectfully requested.

ALLOWED CLAIMS

Applicants respectfully acknowledge again with gratitude the Examiner's allowance of claims 1, 2, 4-6, 21 and 22.

CLAIM OBJECTIONS

Claims 9, 10, 13 and 14 have been objected to as being dependent upon a rejected base claim 7. Applicants respectfully submit that they have overcome this objection for the reasons stated below.

CLAIM REJECTIONS – 35 USC §102

Claims 7, 8, 11 and 12 have been rejected under 35 U.S.C. §102 as being unpatentable over U.S. Patent Application Publication No. US 20020072449A1 belonging to Lwase. It is respectfully submitted that the Lwase reference does not teach a method of controlling traction in a vehicle having at least one non-driven wheel speed sensor, the method including detecting a non-driven wheel speed and a throttle

position; comparing said non-driven wheel speed and said throttle position to a predetermined non-driven wheel speed and a predetermined throttle position; selecting one of a plurality of wheel slip detection methods based on said comparing step; and wherein a first wheel slip detection method detects a speed difference of driven and non-driven wheels and compares said speed difference of driven and non-driven wheels to a predetermined difference, and wherein a second wheel slip detection method detects vehicle acceleration and compares said vehicle acceleration to a predetermined vehicle acceleration, as set forth in amended claim 7, from which claims 8, 10, 11, 12, 13 and 14 depend.

Lwase is directed to a shift control apparatus for an automatic transmission in a vehicle having a pair of driven wheels and a pair of non-driven wheels. The Lwase apparatus includes an automatic transmission for shifting a driving force input from an engine via an input shaft to a plurality of gear stages and outputting that driving force to driven wheels via an output shaft, and a control unit for controlling the shifting of the automatic transmission. The shift apparatus is further provided with an anti-lock brake system for preventing lockup of the wheels based on the speed of each wheel during braking. The control unit includes wheel speed detecting means, slip determining means, maintaining means, shifting means, canceling means, and successive shifting means. The wheel speed detecting means is connected to the driven wheel speed sensor, throttle opening sensor, and the non-driven wheel speed sensor, and detects the speeds of the driven wheels and the non-driven wheels as well as the difference in speed between the driven wheels and the non-driven wheels inputted by the wheel

speed detecting means. If it is determined that the wheels are slipping, a slip signal is output to the maintaining means. When the maintaining means receives a slip signal, it outputs a maintaining signal for maintaining, for a predetermined time, a gear stage at the point during which the slip signal was input to the shifting means. However, Lwase does not disclose a first wheel slip detection method configured to detect a speed difference of driven and non-driven wheels and compares said speed difference of driven and non-driven wheels to a predetermined difference, and wherein a second wheel slip detection method detects vehicle acceleration and compares said vehicle acceleration to a predetermined vehicle acceleration, as set forth in Applicant's amended claim 7.

For the foregoing reasons, claim 7 and claims 8, 10, 11, 12, 13 and 14 depending therefrom are not anticipated by the Lwase reference U.S. 20020072449A1, and therefore, patentably defines over the Lwase reference.

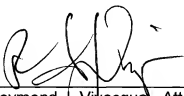
CONCLUSION

It is respectfully submitted that this Amendment traverses and overcomes all of the Examiner's objections and rejections to the application as originally filed. It is further submitted that this Amendment has antecedent basis in the application as originally filed, including the specification, claims and drawings, and that this Amendment does not add any new subject matter to the application. It is respectfully submitted that this Amendment places the application in suitable condition for allowance; notice of which is requested.

If the Examiner feels that prosecution of the present application can be expedited by way of an Examiner's amendment, the Examiner is invited to contact the Applicant's attorney at the telephone number listed below.

Respectfully submitted,

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